

The China Mail.

Established February, 1846.

VOL. XLVIII. NO. 9283.

四月一十年二十九百八十一英

HONGKONG, FRIDAY, NOVEMBER 4, 1892.

日五十月九午辰

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—E. Acland, 11 & 12, Chancery Lane, Lombard Street, E. C., GEORGE STUART & CO., 39, Cornhill, GORDON & GOOTCH, Loddiges & CO., E.C., BATES & CO., 37, Waterloo, E.C., SAMUEL DRAGON & CO., 160 & 164, Leadenhall Street, W. M. WILLIS, 151, Cannon Street, E.C., ROBERT WARREN, 160, Threadneedle Street.

PARIS AND EUROPE.—ANDERSON, PARIS, 39, Rue Dauphine, PARIS.

NEW YORK.—STEWART, HARRIS, THE CHINESE EXCHANGE, 101 & 102, West Broadway, NEW YORK.

SAN FRANCISCO, and American Ports generally.—SAM & BLACK, San Francisco, 25, 27, 29, 31, 33, 35, 37, 39, 41, 43, 45, 47, 49, 51, 53, 55, 57, 59, 61, 63, 65, 67, 69, 71, 73, 75, 77, 79, 81, 83, 85, 87, 89, 91, 93, 95, 97, 99, 101, 103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 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2503, 2505, 2507, 2509, 2511, 2513, 2515, 2517, 2519, 2521, 2523, 2525, 2527, 2529, 2531, 2533, 2535, 2537, 2539, 2541, 2543, 2

THE CHINA MAIL.

[No. 926.—NOVEMBER 4, 1892.]

THE PUBLICATION OF THIS ISSUE COMMENCES
AT 7.00 P.M.

The China Mail.

HONGKONG, FRIDAY, NOVEMBER 4, 1892.

TELEGRAMS.

YOKOHAMA MASTATE.

YOKOHAMA, Nov. 4, 1892.

The following is the result of the Inter-

port Four-masted Race:

1st, Kobe (won by 14 lengths).

2nd, Hongkong.

3rd, Yokohama.

[SUPPLIED TO THE 'CHINA MAIL']

(Via Southern Line).

GREAT FIRE AT MILWAUKEE, U.S.

A great fire has taken place at Milwaukee, causing damage to the extent of ten million dollars.

MR. GLADSTONE'S HEALTH.

Fating under medical advice Mr. Gladstone was not present at the Gladstone banquet.

(From Singapore Papers.)

THE INCREASE TO THE GERMAN ARMY.

The Bill for the increase to the German army comprises biannual levies for the infantry.

The measure is said to be necessary in consequence of the additional power being made to the armaments of France and Russia.

(London, 26th October, 1892.)

The German press of all shades of opinion, except the ultra-Conservative, oppose the New Army Bill.

LOCAL AND GENERAL.

PASAR SINGA CANAL.

OUTWARD BOUND.—Glendy, S. S., 23 Oct. 29, Dredger, 14 m. long, 11 ft. beam, 11 ft. depth, Glenmoreshire, Glenmore, 14 m. down the 15; Cathay, Eelach, 21, Salween, Peiping, Peiping, Manchuria, 20; Ulung, Belina, 22.

HOMeward Bound.—Emerald, Peninsular, Sept. 20; Glendy, 21; Grey Mandarin, 30; Glendy, 22; Glendy, 23; Mandarin, Macao, Oct. 11; Hockland, Kermar, 13; Eelach, 20; Salween, 21; Palauus, Eelach, Kastoria, Rosette, 25; Achitis, Chingoo, Melbourne, 28.

The F. & O. S. Ganges with the Esopus, Miss of Oct. 7, left Singapore on Wednesday, the 2nd inst., at 4 p.m., and may be expected here on or about Tuesday, the 8th inst. This packet brings replies to letters despatched from Hongkong on Sept. 1.

The Pacific Mail Steamship Co.'s s. Perse with mail, &c., from San Francisco to October 15, leaves Yokohama for this port on Saturday, Nov. 5, at daylight, and may be expected here on or about Thursday, Nov. 10.

The R. M. S. Empress of India left Nagasaki for Hongkong via Shanghai on Nov. 3, at 4 p.m.

The Northern Pacific steamship Lassie left Victoria, B.C., for Japan and Hongkong on Oct. 16.

The O. & O. S. Oceanus, with mails, &c., left San Francisco for this port via Honolulu and Yokohama on Oct. 25.

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To Let.

TO LET.

HOUSES in KNUTSFORD TERRACE,
KOWLOON.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, November 1, 1892. 1892

TO LET.

NO. 9, SEVENOAK TERRACE,
No. 6, QUEEN'S ROAD (lately occu-
pied by ATTACHE).
OFFICES in No. 4, FAIRY CENTRAL
(lately occupied by MESSRS. GILMAN & CO.).
Apply to

DAVID SASOON, SONS & CO.
Hongkong, November 1, 1892. 1892

TO LET.

NEW HOUSES in RIDON TERRACE,
Bonham Road, near Breezy Point,
A Large Six-roomed HOUSE at
MAGAZINE GATE, Rent, inclusive of Taxes,
\$35 per month.

FLOORS in BLUE BUILDINGS,
OFFICES—Second Floor, Praya Central
(lately occupied by MESSRS. DUNN,
MELBY & CO.).

GODOWN (under Messrs. DOUGLAS
LAWRENCE & CO.'s Offices).

GODOWN, No. 14, BLUE BUILDINGS,
SEMI-DETACHED HOUSES, at MAGAZINE
GATE, Very cheap rental.

No. 10, Old Bailey.

First FLOOR, No. 22, EKIN STREET,
Nos. 4 and 6, VICTORIA VIEW, Kow-
loon.

FLOORS, No. 5, SHELLY STREET.
Apply to

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, November 1, 1892. 1892

Notices to Consignees.

MOGUL LINE OF STEAMERS.

NOTICE TO CONSIGNNEES.

STEAMSHIP MORAY,
FROM GLASGOW, LIVERPOOL AND
STRAITS.

CONSIGNNEES of Cargo are hereby in-
formed that all Goods are being
landed at their risk into the Godowns of the
Hongkong & Kowloon Wharf & Godown Co.,
Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless
notified to the contrary to be given before
the 7th proximo.

All Claims against the Steamer must be
presented to the Undersigned on or before
the 7th proximo, or they will not be re-
cognized.

All broken, chafed, and damaged Goods
are to be left in the Godowns, where they
will be examined on the 7th prox., at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL, CARLILL & CO.,
Agents.

Hongkong, October 31, 1892. 1892

**THE CHINA MUTUAL STEAM
NAVIGATION COMPANY,
LIMITED.**

NOTICE TO CONSIGNNEES.

FROM LONDON, LIVERPOOL AND
SINGAPORE.

THE Company's S.S. Ningchow having
arrived from the above Ports,
Consignees of Cargo are hereby informed
that their Goods are being landed at
their risk into the Godowns of the Hong-
kong & Kowloon Wharf & Godown Co.,
Kowloon, whence delivery may be obtained.

No Claims will be admitted after the
Undersigned before Noon, on the 6th
November, or they will not be re-
cognized.

All broken, chafed, and damaged Goods
are to be left in the Godowns, where they
will be examined on the 6th prox., at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

ARNHOLD, KARBERG & CO.,
Agents.

Hongkong, October 31, 1892. 1892

STREAMSHIP NATAL.

**COMPAGNIE DES MESSAGERIES
MARITIMES.**

NOTICE TO CONSIGNNEES.

CONSIGNNEES of Cargo from London
ex Steamer Erymanth and
Guadiana, and from Havre ex Steamer
Guadiana, and from Bordeaux ex Steamer
Egland ex Verges and Vercoem, in
connection with the above Companies,
are hereby informed that their Goods
with the exception of Opium, Tea and
Varnishes—will be landed and stored at
their risk at the Hongkong & Kowloon
Wharf & Godown Co., Kowloon, whence
delivery may be obtained immediately
after landing.

Optional Cargo will be forwarded on, unless
intimation is received from the Consignee
before 3 p.m. To-day (Wednesday), the 2nd
Instant, requesting it to be landed here.

Bills of Lading will be countersigned by

ARNHOLD, KARBERG & CO.,
Agents.

Hongkong, October 31, 1892. 1892

Not Responsible for Debts.

Neither the Captain, the Agents nor
Owners will be Responsible for
any Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour:

SANTA CLARA, American ship, Capt. R.
W. Fuller—Jardine, Matheson & Co.

HOPE, American ship, Capt. J.
F. C. Smith—Jardine, Matheson & Co.

JOHN BROWN, American ship, Capt. W.<br

THE CHINA MAIL.

During the present week there have been several rows amongst the carrying coolies at Kowloon, and in consequence of a big fight between two gangs yesterday, eight coolies were arrested and brought before Captain Hastings this morning. Several of the prisoners and witnesses bore traces of the fray. Pieces of iron were used as weapons, and there was a good deal of blood-letting. Small fines were imposed, but the men were each bound over to be of good behaviour for three months under a guarantee of \$15, or in default to go to prison for six weeks.

As was to be expected the Hongkong crew has been beaten at Yokohama. But while recognising the disadvantages under which the men laboured it would be unfair to the other competitors to undervalue their victory over our crew. It cannot be said that the Hongkong men did not train and work hard to acquire themselves with credit and to uphold the honour of the port, and just as much as we acknowledge the extent of the efforts they made must we, on the other hand, acknowledge the superiority of the Kolo crew, whose victory will not be grudged by any of our local partisans. It is at least satisfactory to know that Hongkong was not last in the race.

In the course of the anniversary dinner of the Relief of Lucknow at the Hotel Metropole, London, on September 26, Sir Henry Rawlinson proposed the toast of 'our absent friends,' who, he said, are now serving Her Majesty in various parts of the Queen's dominions. Amongst these were his old friend and comrade General James Fraser Tytler and General Digby Barker, the latter at the time of the mutiny a subaltern in the 78th Highlanders, and subsequently adjutant, who was now commanding the garrison at Hongkong. That gallant officer had been one of those who had contributed mainly to the holding of those anniversary gatherings. Next might be mentioned such gallant officers as General Pearson, formerly of the 84th Foot, and now Adjutant-General of the Madras Army; Sir Roger Goddard, formerly of the Volunteer Cavalry, and now very efficiently governing one of our colonies; Sir Joseph Fayrer and General Maude; Sir C. Thynn Sir Henry, amid repeated cheers, paid a tribute to 'those by whose means alone we have gained what reputation we have. I mean the soldiers.' Where should we have been without those brave fellows, who not only followed where we led, but who often were bolder than ourselves to take the lead?' He regretted that those gallant soldiers, without whom and those assembled around him at that table would have been nowhere, had found no place in the national recollection, but he hoped next year that they would be able to have a share in the commemoration. All about him had knowledge of good deeds valourously performed by men but for whose devotion none of them would have been there that night. Scores of voices with a quiver of deep feeling in them responded. The cordiality with which every reference made by the speaker to the gallant rank and file was applauded gave proof of the true comradeship that exists among all who stood together in those 'times of peril.'

Mr Starbroke, the cholera-epidemic correspondent of the New York *Herald*, is the journalistic hero of the hour. In press circles there is a good deal of speculation as to the pecuniary recognition he will receive from Mr Gordon Bennett, whose manuscript is probably when devolved to him to be sold to the *Herald*. 'I am justified in saying with the utmost confidence that this enterprising correspondent will get what is known to the *Herald* as a "present" of 2,000.'

Dr W. G. Grace, and other leading amateur sportsmen, have joined the Committee formed for the promotion of the Athletic Section of Mr J. Astley Cooper's for a Peaceful Pan-Britannic Gathering and Anglo-Saxon Olympiad. The Melbourne *Argus* says, criticising the idea, that all the athletic competitions going on now between the Mother Country, the Colonies, and America, are conducted singly. Only one of them is recorded at the time and then it is half forgotten under the shadow of the next event. If a great competition could be held every 3 or 4 years, with no departure from the rule that if all the contests could be held in a week or so, the events would probably bring into greater prominence and inspire the people with a strong desire to gain a prize for their colour or their district.

The death of Sheng-tai, in at this particular juncture specially regrettable, says the Pioneer-Man. The negotiations were complete, except as regards the admission of Indian tea into Tibet, and even on this point China had already submitted a few proposals to the Government of India for a conditional introduction of that commodity. Matters were only awaiting the Government of India's decision. It is difficult to say what results will ensue from Sheng-tai's death. It will certainly postpone for a time the *Hakka*'s journey into Tibet, for it is probable that he intended that he should proceed on the 2nd October, and all the supplies had been collected. There is no political aspect Sheng-tai's death will be greatly deplored by those who have an opportunity of meeting him in India. Redundant and dignified, his humour, his intelligence, courtesy, conversational powers and affability made him a general favourite.

Rowlands' Kalspon.—A soothing, cooling, emollient milk for the skin. It prevents and removes freckles, tan, sunburn, redness and roughness of the skin, soothes and heals stings of insects, eczema, prickly heat, and all irritations, promotes soft skin, and a lovely delicate complexion. It is warranted free from any lead or mineral ingredients, and is perfectly harmless to the most delicate skin. Bottles 2s. 2d. and 4s. 6d. Ask for **Rowlands' Kalspon** of 30, Hatton, London.

CRICKET.

KOWLOON CRICKET CLUB v. THE GARRISON. This match was commenced this afternoon. Winning the toss, the Club elected to bat, sending in Lowson and Firth first. The deliveries of Carter and Liddle (underhand). Twenty-four runs were scored off the first three overs, and after this Lowson continued to hit well all-round, driving Carter and Flower for 6s. The score was 65 when Strick, who had just relieved Flower, got Firth caught slip for 17. Rain stopped, but in the same over was smartly bowled by the wicket by Blaize. Two for 6s. E. Maitland joined Lowson, who continued to do most of the hitting. The century went up after 60 minutes' play. Lowson having 73 of the total. In one of Bennett's overs Lowson hit 20—two 4s and two 6s—thus completing his century in 50 minutes. Four runs later he stepped out to drive Bennett, but missed was smartly stumped by Blaize. Out of 142 runs made while he was at the wicket, the retiring batsman had 102, which included four 6s, eleven 4s, three 3s, four 2s and singles. E. J. Coxon became Maitland's partner. He should have been stampeded off by Bennett before he had scored, and to show his gratitude he hit the Major out of the ground for 6 and to the boundary for 4. He was ultimately brilliantly caught at point by Ravelin. For 192. Orman, who followed, also gave a chance of stamping off the first ball he received from Strick. Cricket was slow all the time of Coxon and Maitland's partnership, but the latter had been piling on runs steadily. With the score at 204, Orman was given out leg-before to Blaize, who had taken off the pads to bowl at the west wicket; and G. S. Coxon joined Maitland. The first hit of the newcomer was a beautiful cut to the pavilion for a quarter. He did not stay long, however, as he opened a full pitch from Liddle to mid-wicket where the chance was accepted by Strick. Six for 211. A period of dull play was relieved by Ross Thomson, the newcomer, driving Flower over the trees for 6. Maitland and Thomson hit the bowing about, in spite of repeated changes, and were together at the drawing of stamps. Scores:—

HONGKONG C.C.	
Dr J. A. Lowson	Blaize, 2
G. S. Coxon	Strick, 2
E. Maitland	not out
F. J. Coxon	Strick, 2
Ross Thomson	not out
G. C. Murray	To bat
J. Barton	Extras
Total for six wickets	27

Piracy in the China Sea.

About a year after the capture of a fleet of smuggling junks, the *Chento* was again in requisition against the smugglers of Tung-koon. The fleet of these vessels, at one time numerous and daring, had been gradually reduced by the efforts of the revenue cruisers and gunboats; so that only two now remained. Victorious in many a sharp contest, these two had acquired a reputation of which they were proud, and upon which they presumed in their bold and lawless trade. The report that came to the authorities was that these two junks on their way down the river, a few days before, had beaten off a whole fleet of revenue war junks, and filled with confidence in their own prowess, had gone directly to Hongkong, which being a free port, was open to them in common with all traders. Their business connection in this City was a large and varied one, and good profits were realized by both shippers and junk-master in the ventures made. On this occasion they had shipped a heavy cargo of the usual articles, opium salt and saltpetre, and were on their way back to Tung-koon. The war junks shadowed them along the whole coast, but mindful of past experience, were afraid to attack them. Sometimes as the wind veered, they would come within hailing distance of each other, when the smugglers would jeer at the soldiers and challenge them to fight.

'What are you afraid of? You have the Vicerey to back you, whilst we only have ourselves to trust to! Come on!' they would cry, shouting and laughing in derision at the war junks.

'Never fear! You will be caught some time! Where are all the junks you formerly had? The revenue men would tauntingly reply.

Volley of abuse, such as only Chinese have, the vile ingenuity to invent and the diabolicalness to utter would follow as the wind drove them apart.

It was at this stage that the report of their presence and probable course reached Canton, and the necessity for immediate action was apparent. The *Chento* had just arrived from a three months' cruise and was customary at such times, half her crew had been granted leave to go to their homes for a few days, so that she was hardly in what would be called a fighting condition. This state of affairs on board was made known to His Excellency, when it was indicated that the *Chento*'s services would be required by the Vicerey against the smugglers. Orders were received from H. E. notwithstanding, in which he said:

'The *Chento* department has asked for the assistance of a boat crew, and the *Chento* is the only one now in Canton. The military board has been instructed to send a force of soldiers on board to assist the *Chento*'s crew; the Commander is therefore requested to repair at once to the place indicated, and do his best to capture the smuggling junks.'

'There is no way out of this now,' said the Captain as he showed the despatch to his officers.

'Board the junks.'

Immediately after receiving the fire, the order was given to the gunboat's people to open fire with their rifles, at that moment each of the two opposing crafts were about to pass each other, the mainmast of one of the junks fell, and carried away the gunboat's jibboom, and at the same moment the *Chento* grounded. Both parties were now roused to desperation. The order was given:

'Board the junks.'

On the 24th of October, 1850, the *Chento* was captured by the *Chento*'s crew, who had been sent to assist the *Chento* in capturing the smuggling junks.

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